There was another advance in wheat yesterday.

The opening price on the New-York Produce Exchange for September wheat (wheat deliverable in September), in which there is the chief activity, was 81% cents a bushel against 80%, the closing price on Friday. There was a decline to \$1, then price on Friday. There was a decline to 81, then a rise to 82, and finally a reaction to 81% at the which made the net gain for the day & The purchases of wheat for expert in the three days of last week amounted to about ene million bushels a day. The demand comes ipally from the Continent. ket continues strong on bearish report concerning crop of France. The latest reports respecting the crop foreshadow a shortage of 65,000,000 Germany has been a large buyer in the cheat wherever it could be obtained. Pillsbury nd Washburn are reported as having sold more flour to Germany in the last three weeks than at any time in years. Wheat is moving freely from the winter wheat districts, but the greater part of has already been sold for export. As yet there is little speculation in the market, but what there is of it is considered to be good. The advance in prices for last week was about four cents, the price September option reaching the highest point the current bull movement. The Western reccipts exceeded those of last year, and the Atlantic exports amounted to about 1.718,000 bushels for the

In 1895 69.73 per cent of all exports from the United States were agricultural. This suggests how important is the foreign crop shortage this year, 1895 did not exist. Probably 80 per cent United States exports for the fiscal year end ing June 30, 1808, will be of agricultural origin. It portant that good prices are obtained if the agri-cultural population is to be prosperous. High prices for the farmer mean the payment of mortgages.

increase c 1,621,000 in legal teriors. Total copesits in a sociated banks are now \$622,525,700. Fequited is \$15.001.425 and the banks hold \$47.361. 575 in excess of this amount. The deposits in the National City Fank have reached the enormous total of \$51,100,000. The bank's loans are \$40,200,

the coming week. The demand for exchange is at the moment considerably in excess of the supply. trade in securities is rather heavily against this country, as few stocks and bonds have been sent Commercial houses were recently large sellers of the time came for shipment freight room when the time came for supposed frequency could not be get at any price. Thereupon the exchange previously sold had to be bought back, to be sold again later in the season, when foreign charters are easier to obtain. This class of business ters are easier to obtain. This class of business was an appreciable factor in making rates, and, as ocean freights are already engaged for ahead, a scarcity of commercial bills is to be expected for several weeks. There is constantly more or less short selling of exchange, in anticipation of low rates in the autumn, and putting out of the proceeds in sixty and ninery day loans. As previously stated, bankers bills for October are being discounted in London at 2 per cent, showing that discount there is not expected to advance in any such measure as was reported at the same season last year.

In Paris the exchange market continues extremely steady, with sterling all the time on the gold point. Paris is not getting any gold to speak of from London. Its demands are being supplied from the United States. There are no boyers for the metal in the open market, and all arrivals so to the bank. At Berlin there is practicully no change in the foreign exchanges, and no gold operations are being carried through. The Imperial Bank is very strong as regards cover for circulation. At Vienna gold continues to arrive from London, and the sterling rate remains at the gold point. Besides the gold that Austria is getting from London, it is getting rate remains at the gold point. Besides the gold that Austria is getting from London, it is getting some from the United States. A curious feature has been the arrival of some sovereigns at the bank which took them as of a fineness 26%. On this basis the gold point works out at about 118-40, so that the transaction must have been exceptional. For bars the gold point is 19-55. At St. Petersburg sterling remains exactly at gold point, with some arrivals from London. The Imperial Bank has destroyed lately at least 11-000-000 rubles of gold notes. Exchange has been somewhat lower at Rome as a result of sales of Italian securities on the Paris Rourse. Foreign exchange has tisen in Spain, owing to a further issue of bank notes. Chilian exchange on London has risen materially for futures, owing to the degree permitting the banks to issue paper

Exchange has been somewhat lower at Rome as a result of sales of Italian securities on the Paris Bourse. Foreign exchange has risen in Spain, owing to a further issue of bank notes. Chilian exchange on London has risen materially for future, or the cover of only 20 per cent, the rest being covered by hypothecated bills. At Yokobama exchange has risen to a point making the gold premium as much as a per cent. The new Japanese yen has declined to a restity with the Mexican Iolares. Elver from Chin.

The last decline in silver has brought some curious developments. Among these is the remarkable fact, heretofore noted, that the covered as steady seller of silver under the English parity for probably the first time in monetary history. Sterling exchange has folled, and far below the lowest important the seminal of the covering and to the animote only does not want to take silver any more, but is actually anxious to got rid of it. The only country that seems willing to buy silver is India, although her mins are closed, with the held in Washington this winter.

The experience of money brokers goes to show that there has of late been some tendency to convert securities into cash. Many houses which have been borrewing a good line of monetary conference might be held in Washington this winter.

The experience of money brokers goes to show that there has of late been some tendency to convert securities into cash. Many houses which have been borrewing a good line of monetary conference wish the securities on investments of long standing. Loans have been made at 2 per cent in the last few days failing due November 10. This means that money for over one hundred days has been considered worth only 2 per cent, and they have been able to realize on investments of long standing. Loans have been ande at 2 per cent in the last few days failing due November 10. This means that money for over one hundred days has been considered worth only 2 per cent, and the money of the chance of the fact that they have been as a result of the fact

IN PORT ONLY A SHORT TIME.

One of the shortest times ever spent in this port the Hamburg-American Line steamship Columbia favored the harbor with on Friday and yesterday. When she arrived at Quarantine, about 11 o'clock on Friday morning, her captain was informed that he must be ready to sail again on Saturday afternoon at 4 o'clock in place of the Normannia, a noon at 4 o'clock in place of the Normannia, a break in whose shaft had been discovered. The vessel was docked as quickly as possible, the pier being all prepared for her, and the work of unloading her cargo began before the first passenger was off the vessel. Fortunately, the cargo was a light one, and it was all off by night. The loading of 2,709 tons of coal was the real work of the twenty-nine hours, and one hundred and fifty men were kept working during the time transferring the coal from six coal barges alongside. The Normannia's cargo was got on board vesterday morning and the passengers came on in the afternoon. The Columbia sailed on schedule time.

ATTRACTIONS AT MANHATTAN. downpour will or should go a long way toward making up the deficiency which naturally followed such a long period of stormy weather. While the hotels have not recorded many desertions, there has been a steady influx of guests, and at present pros-

been a steady influx of guests, and at present prosperity seems perched on the banners which wave from the many points and pinnacies of the buildings. In the little theate: "Very Little Faist" starts on the second week of its career under much brighter conditions than have prevailed heretofore, and in the open-air amobitheatre Pein will go on slaughtering Turks and Greeks as if the supply was inexhaustible and gunpower grew in the sand.

But aside from the evening entertainment there are two features offlife at the favorite resort which may not be overlooked. One of these is Sousa and his favorite band, and the other is the bathing. Sousa has had his regular concerts in spite of the showers, and has attracted good audiences, all things considered. No so, however, in the bathing pavillon. A beggarly array of empty houses has been the prospect day after day, but now it is expected that the employes will have to come out of the state of rest which almost had grown to be a habit, and bestir themselves, for guests at Manhattan like to bathe, and the facilities are as complete as can be found at any nearly resort.

by the East River Gas Company, and on Wednesday did not go to his work because he was late getting up that morning. Thursday he remained away, and it being payday with him he sent for his money. Since then nothing has been seen or heard of him. He is described as being five feet two inches in height, of stout build, with red hair. He was dressed in a brown suit.

ITS WORK IN JULY.

THE MERCHANTS' ASSOCIATION HAS HAD A HOME ONLY ONE MONTH-WHAT IT HAS ACCOMPLISHED.

Merchants' Association took possession of its rooms in the New-York Life Building, at Broadway and Leonard-st., on July 1, and it has been in its home only one month, but it "points with pride" to the work it has accomplished in that time. It has a list of about six hundred resident members, including the most prominent merchants representing nearly every line of business in the city.

The Advisory Board on Friday organized by the election of George 1. Putnam, of the firm of Sweetser, Pembrook & Co., as permanent chairman and by adopting a resolution providing for the appointment committees in the different lit es of trade reptrating the work toward securing new members in each man's respective line of business. The names non-resident membership list number new upward of eleven thousand. This non-residen membership list has grown to enormous proportions simply through the sending out of circulars throughout the entire country, announcing to the merchants of the United States what the Merchants' Association had been doing, which work has also been greatly aided by the out-of-town

new papers in many sections.

Each non-resident member is to receive a certification. cate of his membership. The certificate is a handand place of residence engrossed at the bottom of it, and a statement setting forth the fact that he is a non-resident member of the Merchants' Association. The instrument is scaled and is being engrossed as rapidly as possible. Already some fifteen hundred copies of this certificate have been filled in and sent. The resident members are entitled to a similar certificate, and these will be filled and sent as soon as possible. In the last week of its occupancy of its quarters the Merchants' Association has done some active work. At the beginning of the week it announced that it would sent out one hundred and twenty-five thousand copies of a pamphlet which it had prepared, setting forth in chaborate form the supremacy of New-York as a financial, commercial, mercantile and manufacturing centre. it, and a statement setting forth the fact that he

this centre. The first of the excursions from the West is fast approaching. The dates in the territory covered by the Joint Traffic Association are from August 7 to August 19, inclusive, and from August 27 to August 19, inclusive. The territory of the Joint Traffic Association is that portion of the United States on a line east from Chicago and St. Louis south to the Ohio River and north to the Great Lakes and Canada, running as far east as Toronto, Euffalo, Pittsburg and Parkersburg, or on a line running through those cities from north to south, but not including those cities and intermediate points.

on a line running through those cities from north to south, but not including those cities and intermediate points.

Among the new resident members of the Merchants Association are Koster, Bial & Co., music hall, No. 15. West One-hundred-and-thirty-fourth st.; Jacob Erheh & Co., wrappers, No. 145 Greenest.; Studebaker Bros., wagons, No. 54 Broadway, La Manna, Azema & Farnan, French groeeries, No. 15 Duane-st.; H. Wallach's Sons, cottons and woollens, No. 38 Thomas-st.; R. T. Babbitt, soan, No. 52 Washington-st.; Frank, Kahn & Frank, shirts, No. 32 Bleecker-st.; E. N. Hall, potash, No. 38 Wall-st., Lehmaler, Schwartz & Co., the foil, No. 26 East Twenty-second-st.; Terminal Warehouse Company, storage and wharfage, No. 9 Produce Exchange; George L. Storm, distribution of cigars, No. 21 Murray-st.; Schefer, Schramm & Vogel, sliks, No. 476 Broome-st.; Kahn & Kahn, commission, No. 37 Greene-st.; Blagden & Stillman, Insurance, No. 58 William-st.; James F. White & Co., drygoods, No. 54 Worth-st.; Greeff & Co., commission, No. 165 Spring-st.; R. & H. Simon, sliks, No. 33 Prince-st.; Thomas Brothers, misses cloaks, No. 33 Prince-st., Otto Erler, furs and skins, No. 16 Prince-st.; W. H. Konther, furs, No. 16 West Fourth-st.; Joseph Steimer & Bros, furs and skins, No. 217 Mercer-st.; James Toblas & Co., furs and cloaks, No. 20 Prince-st.; James Toblas & Co., furs and cloaks, No. 20 Waverly Place: Bonzon & Rosenthal, furs, No. 21 Bleecker-st., and C. G. Bacon & Co., chemists, No. 218 Greenwich-st.

LIFE SAVERS GO ON DUTY.

NEW-JERSEY AND LONG ISLAND CREWS BEGIN

with the beginning of August, the life-savers on the New-Jersey coast went on duty for the year. There are thirty-eight life-saving stations along the New-Jersey coast, extending from Sandy Hook to Cape May Point. Superintendent John L. Havens, of this place, received reports at midnight that all the crews had reported and that the men were patrol-ling the beaches. There are six men in every crew, and on December 1 an additional man will be added to serve until April 1. Bay Shore, Aug. 1.-The life-saving crews on the

Long Island coast went on duty at midnight. There are thirty stations on the Long Island coast, and there is practically no change between the men who compose the crews this year and those who served last year. The regular patrol was begun at midnight, and the superintendent was informed that everything was working smoothly.

at 11 o'clock yesterday morning, and an hour later were landed at their training-ship, the New-Hampshir, at East Twenty-eighth-st.

Despite the hard work to which they were subjected, the boys looked well and healthy, and agreed that the cruise was the most enjoyable and successful in many years. The second and third divisions were assigned to the Massachusetts, and the first and ourth to the Texas. Their life on board these vessels was governed entirely by the routine and duties of the regular crew. They took their turns in the watches, in the drills and in the scrubbing and cleaning if the ships.

As the tug with the reserves aboard steamed away from the two cruisers the crews of the latter gave them three hearty cheers, which were cordially returned.

One experience of the members of the battalion proved them to be as good seamen in rough water as upon the calm surface of the East River. On Friday last, when returning from Fisher's Island, they were caught in a gaie. The Texas and Massachusetts pliched heavily in the high seas, and while several of the reserves were badly knocked about, one of them, of the name of De Kay, narrowly escaped being washed overboard. But, for all this, every one of the boys was at his post, responded to every order given to them and were as alert in battening down the ships as the regulars themselves. The executive officers of the Massachusetts and Texas highly complimented the hattalion upon the general efficiency displayed.

A SUSPECTED ROBBER DISCHARGED.

HARLEM RESIDENTS INDIGNANT OVER A DECI-SION OF MAGISTRATE KUDIACH.

account of the discharge of a man calling himself George Saunders, who has been making his way into several flats and pretending that he was employed by a well-known firm of Criminal Court lawyers to serve papers. His arrest followed his third visit to the house No. 51 East One-hundred-and-seventeenthest, where he had frightened Mrs. Ernest Jones. In the Polles Court Magistrate Kudlich dismissed the man with a warning not to annoy Mrs. Jones again. There have been several robberies in flats in Harlem recently, and residents of that part of the city suspected that the man who annoyed Mrs. Jones was connected with the robberies. They were saying yesterday that the discharge of the man without giving the police opportunity to investigate him was a serious blunder. George Saunders, who has been making his way into

THE FIRST AND SECOND BATTERIES RETURN TO

men, five officers and the same equipment, arrived on the same train. The batteries, on a special the guns, and live stock cars for the horses, came to the New-York Central freight yard at Tenthhorses were unloaded with expedition, and the but-teries took up the line of march to their usual ren-

the state of rest which almost had grown to be a habit, and bestir themselves, for guests at Manhattan like to bathe, and the facilities are as complete as can be found at any nearby resort.

JOSEPH H. HORNUNG'S SON MISSING.

Mrs. Joseph H. Horning, wife of the well-known baseball player, of No. 2,155 Eighth-ave, yesterday asked the police of the West One-hundred-and-twenty-flith-st, station to send out an alarm for her missing son, Henry, sixteen years old. He disappeared on Thursday. The lad has been employed

himself as highly pleased with the work of the soldiery.

At noon yesterday a salute of twenty-one guns was fired, the closing salute, and State Camp was officially closed. A Buffalo regiment, the 74th, departed for home at the same time.

YACHTS IN A FRESH BREEZE,

THE INDIAN HARBOR REGATTA RE-PLETE WITH GOOD SPORT. A NUMBER OF AMUSING AND EXCITING INCI-

DENTS ENLIVED THE DAY'S RACING-THE A fresh northwest wind helped the Indian Harbor Yacht Club toward success in its regatta yester-day. The courses were sailed in good time, and number of incidents of an amusing and more or less expensive character which enlivened the day's

Ail mishaps were taken in the highest

Even when one of the young Mallorys fell overboard from the Yola it was taken as a joke by the crew, who put the yacht about and gathered him inboard. When the Montauk lost her must through stress of weather she only created a laugh as she came along afterward under a jury trysail, rigged on the stump of the stick. But the cavortings of the big catboat Strone afforded the best of the fun. She was safled by George E. Gartland, who is known to every yachtsman on this coast. At the way ahead when he rounded up to the committee-boat and said he could not finish, because the mast was sprung. The big stick was wobbling and certainly looked sprung, but F. S. Doremus, the chairman of the Regatta Committee, and owner of the Sirene, called out, "Never mind, George; go shead. The mast has been that way for two years, and you can't make it any worse." So Gartland payed off to take his gybe, and, as the boom went over, the wind lifted the whole sail and drove the gaff round in front of the mast, and there the cauyass hung with a turn round the masthead. Mr. Gartland and his crew studied the situation. Aft he seemed to have a trysall set, while forward he had a square-yard topsall aback on him. It took a

back into place, and the more he gybed the yacht the more the committee and clubmen gibed him. All the same, Gartland retained his lead for a short time longer, and then carried the mast out of the Sirene, while Mr. Doremus bewailed another expense bill and referred to the inhumanity of laugh-ing in the presence of misfortune. The course was three miles to leeward, across the Sound, and a heat back, twice round, twelve miles. Although light at the time of the start, the wind freshened so much during the race that some boats crossed the starting line in this order: Daphne,

good deal of manceuvring to make the big sail flap

torka, Louis Belle, Yola, Paprika, Willie, Gosbird, In these different classes the Daphne, Commodore C. T. Wills, Indian Head Yacht Club, took a walk-over in the sixty-foot class. The Musme, J. Macdonough, in the thirty-foot special class, and the Fidelio, J. K. Tod, in the yawl class, did the same. The twenty-footer, Saark, sailed by Sherman Hoyt and a young woman who is well known in Seawanhaka-Corinthian yachting circles, made a good start and did some pretty sailing, with the assistance of the professional sailor, who was chaperon as well

1:10: Musme, Fidello, Acushia, Vorant, 1:15; Shark,

Sirene, Colleen, Osprey, P. K. Pigeon, Montauk, Brant, F. Z. Siaat, Punch, Eos, Bubble, 1:25; Minne-

It was, indeed, a surprise to find the Yola beating the Paprika, which was almost invincible last year, and it was evident that the Paprika's former skipper was somewhere else. But the real hard fighters of the day lay among the twenty-five-foot cats, where the Colleen, Sirene, Punch, Brant and several others were all on their metal.

The first mark, the leeward one, was rounded as follows. The Acushia, the Fidelio, the Daphne, the Musme, the Vorant, the Sirene, the Shark, the E. J. Sloat, the Brant, the Osprey, the Montauk, the K 19. Punch, the Eos, the Colleen, the P. K. Pigeon, the Bubble, the Willie, the Minnetonka, the Yola, the Paprika and the Gosbird.

As the boats heat back to the home buoy the breeze increased, until the Louie Bell and the Min-netonka had to reef, about 2:36, and at the same time the Montauk lost her mast, and on the other side of the committee boat the Yola lost one of her side of the committee boat the Yola lost one of her men overboard. At 2:43 the Shark lost her jib, and things were lively in the taking of notes about that time. The Shark was being carefully watched after she got her jib to rights, for the wind was heavy for her full canvus, and fears were entertained for her precious freight. At 2:50 it was found that the home stakeboat was rapidly drifting seaward, having dragged from its moorings. The tug John T. Pratt, used by the committee, hastened to tow the too lively stakeboat back into place, but the trouble was that the Musme and the Acushia had already arrived at the spot where the mark ought to have been. When it was replaced the Acushia was told to round and continue the race, but her competitor, the Vorant, had by that time pulled up on even terms, after a considerable beating. The Acushia people declined to continue the race, and have formally protested the giving of the prize to the Vorant. The protest has not been adjudicated yet by the committee.

The times taken at the end of the first round show the position of the boats: The Vorant, 3:93:00; the Musme, 3:94:10; the Acushia, 3:05:10; the Fidelio, 3:96:55; the Sirene, 3:18:31; the Punch, 3:25:40; the P. K. Pigeon, 3:24:32; the Punch, 3:25:40; the Colleen, 3:25:57; the Bubble, 3:31:31; the Wille, 3:34:12; the Paprika, 3:35:47, and the Minetonka, 2:44:09.

During the progress of the second round several boats disappeared from the contest, and those that finished did so in a much lighter wind. The times then taken were as follows: Fidelio, 2:06:55; Musme, 4:36:52; Shark, 4:44:4; Vorant, 5:01:05; Punch, 5:29:25; Yola, 5:28:24; Willie, 5:28:33; Minnetonka, 5:36:55. men overboard. At 2:43 the Shark lost her jib, and

onka, 5.35.35.
The committee held that the P. K. Pigeon, which time out so well in her class, must be disqualified course she was sailed by a professional. The following table shows the results:

THE TORIGHT WINE COLOR PROPERTY		
SLOOPS -60-FOOT CL	ASS.	
Yacht. Owner. Length. Danhie, C. T. Wills	Elapsed C time. Withdrew	time.
SLOOPS 36 FOOT CL	ann.	
Vorant H. G. G. Tyson34.08 Acushla, H. W. Hanan34.08	4:46:06 Withdrew	4:46:00
SLOOPS 30 FOOT CLAS	S.	
Musme, J. Macdonough	3:31:32	3:31:32
Fidelio, J. K. Tod	1:51:53	1:51:55
SLOOPS-20-POOT CL		
Shark, Hoyt & Rouse	3:29:41 Withdrew Disabled	3:29:41
SLOOPS-15-FOOT CL	ASS.	
Yola, Mailory Bros	3:58:24 Withdrew	
OPEN CATBOATS-25-POO	CLASS.	
Sirene. Doremus P. Outwater 25.00 Osprey. C. H. Holmes. 23.33 Colleen. P. H. Jackson 22.18 Vacctor 21.20	Disabled. Withdrew 3:52:30 3:54:45	3:47:13
Bull Pigeon, Deady & Harring 100 be 1	3:47:37 4:11:34 5:55:20	8:47:37 4:03:20 3:46:20
*Disqualified. OPEN CATBOATS-20 FOO	T CLASS.	
Willie Smith Brothers 19.98	8:58:83	3:55:29

The winners were Vocant II, Musme, Pidello, Shark, Yola, Punch and Goobled.

FOR THE INTERNATIONAL CUP.

The two American twenty-footers which were sent to Canada to stand by the Seawanhaka-Corinthian Yacht Club challenge were shipped from Ogdensburg last Thursday to Lake St. Louis. Only one will be sailed in the international races. The Al Anka accompanies the Momo only to be used as a test of the faster boat in case any alterations of canvas are being tried. Both these boats have been designed and alternately sailed by the same amateur, Clinton H. Crane, who represented the Seawanhaka-Corinthian Yacht Club last year with his El Heirie. A yachtsman who knows both boats well said yesterday that he failed to see the use The 1st Battery, Captain Louis Wendel, and five officers, four guns, four caissons, one battery forge, with fifty-nine horses, arrived home from State Camp yesterday afternoon about 5 o'clock with the company of the of sending the Al Anka as a "trial horse." He said: Camp yesterday afternoon about 6 o'clock. The 2d Battery, Captain David Wilson, with sixty-five men, five officers and the same with sixty-five use in tuning up the Momo is amusing. Of course use in tuning up the Momo is amusing. Of course, the club here wants to do its very best for its rep-

the club here wants to do its very best for its representative, and every one will be glad to see as much honor as possible come to Crane, but how amissed he must be at the sending of the Al Anka to tell him what the Momo can do!"

The preparations made in America have been by no means so exhaustive as those of the Canadians. Herrick Duggan not only designed four or five twenty-footers which embodied his best tideas, but after thoroughly testing them through two months of trial races, he has built still another craft, in which he expects to remove some faults and add some advantages. Mr. Duggan, the chief engineer of the Dominion Bridge company, showed his ability last year in producing the fastest fifteenfooter that was ever known. This boat, the Gencirn, is to some extent produced again in larger form in the latest of the Duggan sextet, called the Glencairn II, and it may be regarded as an extraorform in the latest of the Duggan sextet, called the Glencairn II, and it may be regarded as an extraorform in the latest of the Duggan sextet, called the Glencairn II, and it may be regarded as an extraorform in the latest of the Duggan sextet, called the Glencairn II, and it may be regarded as an extraorform in the latest of the Duggan sextet, called the Glencairn II, and it may be regarded as an extraorform in the latest of the Duggan sextet, called the Glencairn II, and it may be regarded the latest to take a pace in the trial races, they have been completely distanced in 1898 and 1891 by two young men, both amateurs, both engineers, neither of whom has

ever made a dollar through his facility in yacht

THE NEW-YORK YACHT CLUB'S CRUISE. A MAGNIFICENT FLEET WILL TAKE PART IN THE

TRIP, WHICH BEGINS TO-MORROW. The history of the New-York Yacht Club contains no record of any such gathering of princely yachts as will take part in the fifty-third annual Gien Cove, will appear such a number of magnificent pleasure vessels that the capacity of the great harbor will be tested to the utmost when all are requiring room for anchorage. Every living yachtsman who has aided in making the United States the champion of the yachting world will be present at Glen Cove to-morrow. If he lives too join the cruise later on, as the fleets move toward Newport, or Vineyard Haven, or later still at Bar Harbor. A glance at the following list will do a good deal toward interpreting to the reader the good deal toward interpreting to the reader the millions upon millions of dollars which are now clustered under the burgee of the New-York Yacht Club.

The following owners have signified their inten-tion of bringing to the cruise the yachts which are here named:

BUILDONEAR.		
Racing	2447.007.00	
No. Boat.	Owner.	
D 2 Actaes	, John J. Phelps.	
L' 1 Agreed	J. Norton Winslow,	
TO IN THE PARTY OF	Clamant A Griavam	
A 1 Almedenne	Calus C. Brugg.	
to 1 Amortin	W. Gould Brokaw.	
C 2 Ariel	George H. B. Hill.	
D 5Avalon	Francis L. Leland.	
D 7 Carlotte	Charles F. Ulrich,	
D 7Carlotta	Jefferson Hogan.	
D 6 Cavaller	Henry C. Ward.	
	Clarence A. Postley.	
B 5Colonia	William D. Disher to	
B 6 Comanche	, William D. Bishop, jr. D. W. James & A. C. James.	
	D. W. James & A. C. James.	
C 5Crusader	, S. L. Husted, jr.	
F 8 Curlew		
D W Elsemarie	J. Berri King.	
D 7 Emerald	J. Rogers Maxwell.	
B 9 Portuna	Henry S. Hovey.	
A 6Gitana	Percival W. Clement.	
To TI Hart. more	Henry G Engaell	
to the Incomme	John D. Barrett	
tras Iroques	George H. Seeley	
D 13 Ivanhoe F 20 Ioyal C 9 Magic	Nathaniel C. Nash.	
C o Magie	August W. Mott.	
C to Marguerita	Henry W. Lamb. William H. Forbes. Clark A. Miller. Lewis Class Ledyard. Henry K. MeHarg.	
12 19 Marite	William H. Forbes	
B 12Meriin	Clark A Miller	
P .a Monnegan	Lamin Chan Ladeand	
B 13 Montauk	Howe Can Daylin.	
F 24 Neaera	Henry K. McHarg.	
D 16 Nirvana D 18 Quickstep	George G. Tyson.	
D 18 Quickstep	Prederick Grinnell.	
D 19Quissetta	Henry W. Harris.	
it 16 Sachem	John G. Moore.	
H 17 Sea Fox	Alangon Tucker.	
D 21 Shamrock	D. Hall Butler.	
Saxon	John I. Waterbury.	
29 Signal	R. Temple Emmett.	
F 31 Southern Cross	John F. Phillips.	
B 18 Speranza	O. D. Wilkinson.	
H 20 Varuna	G L. River & F K Sturgis	
F 35 Viator	Albert f Morgan	
F 35Viator F 37Vif	R. Flowd Charles	
H 21 Viking	James D. Smith	
B 21 Viking C 12 Water Witch	I R Ford	
C. AMARIA STREET STREET	CONTRACTOR DESIGNATION	

SINGLE-MASTED VESSELS AND YAWLA

ESSELS AND YAWLA.
Wilmer Hanan.
S. D. Powell, M. D.
Charles A. Anderson.
E. B. Haven.
A. DeWitt Cochrane,
R. K. McMurray.
Charles H. W. Poster.
John Murray Mitchell.
August Hemenway.
J. Montgomery Strong.
H. C. Fuller.
James W. Grace.
Thomas A. McIntyre,
Frederick P. Sands.
Robert S. Church.
Augustus C. Tyler,
L. J. Cal'anan.
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John G. Agar,
J. H. Mills,
charles Smithers,
F. Lothrop Ames,
H. B. Torrey,
Willoughby Weston,
William Hester,
W. I. & E. C. Van Wart,
Adrian Iselin, Jr.
James R. Hopkins,
Nathaniel Hathaway,
Henry C. Eno. Nathamei Haihaway,
Henry C. Eno.
Clifford B. Hendricks,
J. H. Hammond,
Alexander M. Griswold,
M. Nimick Murray,
August Helmont,
Joseph E. Fletcher,
G. & J. W. Beekman,
W. W. Tompkins W. W. Tompkins.
W. W. Tompkins.
W. D. Dickey.
Royal Phelps Carroll,
John Moller.
C. P. Buchanan.
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Nathaniel L. Francis,
James S. Manning.
Stephen Loines.
Frederick M. Hoyt.
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E. S. Woodward.
Bradford B. McGregor.
Frederick G. Hourne.
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A. Schwartzmann
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Fuederick H. Bennett.
A. Hunder.
H. A. Hutchins.
Coleate Hoyt
H. C. Roome.
Prancis T. Holder.
J. H. Walde.
H. L. Willoughby.
Harry S. Henry.
A. Edward Tower.

TO BE SAILED FOR TO-MORROW.

PRIZES OFFERED BY VICE-COMMODORE LEWIS CASS LEDYARD.

Tiffany & Co. have just finished for Vice-Commodore Lewis Cass Ledyard, of the New-York Yacht Club, two handsome sterling silver prizes, which he has offered as the Vice-Commodore's Cup. to be sailed for to-morrow. The prize offered for schooners is a gracefully fashioned vase of the Greelan order, with two slender handles. On the body in front is an etching of the Emerald, full-



rigged, in a fine blow at sea, with fleecy clouds overhead. The vase measures twenty-two inches in height, and weighs over a hundred ounces. The prize for sloops is a sterling silver dolphin loving-cup, one of Tiffany & Co.'s studies in niello and copper inlaid work. The form of the cup is Greek, and dolphins have been employed for the two handles. The cup weighs over fifty-eight ounces, stands eleven and one-half inches, and has a capacity of seven and three-quarter pints.

DROWNED SWIMMING FOR A WAGER,

A MAN GOES DOWN IN THE EAST RIVER WHILE TRYING TO CROSS FOR A \$2 BET.

Denis Sullivan, twenty-nine years old, of No. 48 Leroy-st., was probably drowned in the middle of the East River last night, and up to midnight his valued his life little, for his drowning was the result of his attempt to win a wager of \$2, from Joseph Vance, forty years old, of No. 32 Henry-st. The two men met at the Fulton-st. pier last night,

when the merits of their respective swimming qualities came up, and they agreed to swim acrothe East River to the Brooklyn shore for the sum named. Each man stripped and both dived over-A few friends who had gathered at the pler

watched the swimmers until they were in the middle of the river, when Sullivan was lost sight of. die of the river, when Sullivan was lost sight of.
Vance lost sight of him, too, and at once began to
swim around in search of him
Not finding him, he called to the men on stre,
who yelled for him to come back, which he did,
He was almost exhausted when he swam in.
A fruitless search was made for the missing swimmer, who. Vance thought, had been taken with
cramps and sunk before he could call for help.
Vance took Sullivan's clothing to the Oak-st, police station. Vance said that Sullivan was a cousin
of State Senator Timothy D. Sullivan.

not distributed conveniently around the yards, either. It was necessary to run some distance every time to take more air. This inadequate arrangement involved a waste of time and power, Finally, instead of having a large, well-filled reservoir at the charging station, there was a very small one, and the motors were virtually filled from the compressor by direct pumping. This op-

from the compressor by direct pumping. This operation required from twelve to thirty minutes, whereas the other plan would have farnished a supply inside of sixty seconds.

A contributor to "The Railroad Gazette" declares that electricity has proved more economical than compressed air at Port Chalmette. He says: "The cost of transporting a bale of cotton from the assorting sheds, where it is unloaded from the (steam) railroad cars, to the wharf, where it is loaded on ships for export, is (now) two cents, as against two and a half cents when hauled by compressed air locomotives. This economy is in great part due to the saving in track maintenance. Another economy is in the reduced coal consumption due to the higher efficiency of the electric system, and to the employment of less skilled labor to operate and maintain the plant."

LOCAL BUSINESS COMPLICATIONS. Schedules of the Gilbert Manufacturing Company, converters of cotton dress goods, at No. 380 Broadway, which made an assignment on May 4 to Sidney Sargent, show liabilities of \$668,782, of which \$435,000 are secured by liens; nominal assets, \$725,573; netual assets, \$580,564, subject to liens of \$425,000. The principal actual assets are merchan-\$135,000. The principal actual assets are merchandise, \$292,600; pledged accounts, \$168,509. The company has effected a settlement with creditors helding claims to the amount of \$550,000. Some of them have accepted stock in the company, and the others have accepted renewals. All their rights in the assigned estate have been reassigned to the company. The assignee has reassigned to the company at the assets except enough cash to satisfy a few outstanding creditors. The company is now doing business as heretofore at No. 350 Broadway, and it is stated that it has obtained additional capital of \$150,000. Deputy-Sheriff Lipsky has received an attachment from Kings County against Mabel F. Barnes for \$13,298. In favor of the Sprague National Fank, of Brooklyn, for refusing to may a note wade by her. It was served on a referee in a law case where she is said to be entitled to a dowry.

MRS. M'KEAG DISCHARGED. The Conkling-McKeag case was resumed in the

Yorkville Court yesterday, and after a two hours' session Magistrate Hedges settled it, for a time at session Magistrate Hedges settled it, for a time at least, by discharging Mrs. McKeag. James Oliver, who had been retained by Miss Conkling, who charges Mrs. McKeag and her children with annoying her, sprang a surprise by making Mrs. McKeag admit that she had been the wife of Frank Mordaunt, the actor, whem, he said, she tried to shoot on the Tombs steps about ten years ago. She is divorced from Mordaunt.

Magistrate Hedges, after hearing both sides, discharged Mrs. McKeag with a reprimana and a warning.

BUYERS IN TOWN.

Mandel Brothers, Chicago, Ill.-J. Weber, rugs, No. 55 Franklin-st. Holland.
G. Hirsch, Camden, S. C.-Drygoods, etc. Marlborough. borough.

Marshall Field & Co., Chicago, Ili.—O. L. Evans, gloves, No. 104 Worth-st. Murray Hill.

Butts Brothers, Fort Worth, Tex.—W. A. Butts, drygoods, etc. Columnade. Randolph Brothers, Rochester, N. Y.-F. A. Randall, furnishing goods. Sinclair. Randolph Coddity furnishing Rooms.

Lindeke, Warner & Schurmeler, S.
A. H. Lindeke, domestics, No. 5t Leonard-St. Manhattan.

H. E. Mathews, Indianapolis, Ind. Drygoods,
etc. St. Denis.
Porteous & Mitchell, Norwich, Conn.—W. Rogers,
clothing, No. 55 White-st. Morton.
Schureman & Evans, St. Paul, Minn.—W. Carter,
boys' clothing, Gerlach,
Pfaelzer, Sutton & Co., Chleago, Ill.—L. Mayer,
Anyoy.

Ill.—Clothing, Piaza.

Denton dolin this diagram a continuous white line sh
accessure as indicated by The Tribus
and dotted line represents

A BAD BREAK.

From The Boston Transcript. From The Hoston Transcript.

Hicks—That was a bad break that Dumleigh made last evening.

Wicks—Why, he spoke only once, and then he did not say anything of importance.

Hicks—That was it. He made a bad break when he broke silence.

The weather to-day will continue fair and warm.

Rough on Rats Bed Bugs, Flies, Cockroaches ANTE BEETLES, WATERBUGS, INSECTS, RATI EAURELLE OIL BALM

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INTENSE AVERSION OF THE NATIVES TO BE MOVAL TO HOSPITALS.

Not finding him, he called to the men on shore, who yelled for him to come back, which he did, He was almost exhausted when he swam in. A fruitless search was made for the missing swimmer, who. Vance thought, had been taken with cramps and sunk before he could call for the with the cramps and sunk before he could call for the with the cramps and sunk before he could call for the with the cramps and sunk before he could call for the with the cramps and sunk before he could call for the with the cramps and sunk before he could call for the with the cramps and sunk before he could call for the with the cramps and sunk before he could call for the with the cramps and sunk before he could call for the with the distinct of State Senator Thundhy D. Sullivan.

COMPRESSED AIR ABANDONED.

UNSATISFACTORY RESULTS OBTAINED ON A SHORT SOUTHERN RAILROAD.**

Port Chalmette is a suburb of New-Orleans, situated on the cast bank of the river seven miles below the Crescent City. Immense grain elevators, cotton presses and wharves have been constructed there. In the freight yards there and up stream there are twelve miles of railroad track, on which there is constant switching of cars. Two years ago the line was equipped with compressed-air motors to do this work, and a big, first-class compressor was put in to supply the air. Last year, as the service had proved unsatisfactory, the motive power first selected was abandoned and replaced by electricity.

Careful examination of the facts, however, indicates that the fault was not so much with compressed air, as such, as with the way in which it was used. The motors carried only 609 pounds pressure, instead of 2,060 pounds to the inch. Hence they required much more frequent recharging. In fact, the supply often gave out before they got to the charging station, and the motor would there was a "time Book" issued yesterday containing the official story of the bubonic partial story of the bubonic partial intended of the dilation of the bubonic partial story of the bubonic partial stor

tion to the number of refusees adds to the possibility of spreading the disease and to the difficulty of dealing with it should it break out.

"The measures taken may not have been so stringent as the e that would, in a European city, have gained general support, but they are the most stringent that it was possible to undertake without almost certainly producing a calamity more serious and more widespread than the very terrible one that has now to be dealt with."

The Indian Government, however, were impressed by the necessity of decisive actions and repiled:

"The Government of India having carefully considered your telegram 292-P., dated 13th, and letter 23-P., dated 12th, regarding the evacuation of plague-infected houses, regret that, while giving full weight to the opinions of the local Government in regard to the disposition of the people, they are unable to accept the view that the considerations adduced in your letter show that it is impracticable to induce people to move from infected houses to a healthy locality. This course has been strongly recommended by the medical adviser of the Government of India. It is only the measure attacking the root of evil which appears practicable, and experience in Karachi seems to show that it can be so introduced as not to offend the prejudices of the people and is effectual in holding the disease in check."

A HOT WEATHER PLAY. From The Boston Transcript.

Bertha-But wasn't it awfully uncomfortable at the theatre?
Harry-Not at all. The play was full of such awful situations that it actually made one's blood run cold. AS EX-SENATOR WINTON SEES IT.

From The Bergen County Democrat. The Democrats of Jersey City, who are just now "on top," are fighting each other very bitterly, Mayor Hoos is endeavoring to give the city the benefit of a clean administration, but "Bob" Davis and his crowd are hampering him. It was ever thus,

THE WEATHER REPORT.

YESTERDAY'S RECORD AND TO-DAY'S FORECAST. Washington, July 31.—Excessive temperatures still pre-vail between the Bocky Mountains and the Mississippi Valley. A temperature of 102 was recorded to-day at Concordia, Omaha and Kanass City, of 100 at Little Rock, of 98 at Des Moines, North Platte, Dedge City, Cafro and Montgomery, and of 96 at 8t. Louis, Oklahoma, Abilene, Palestine, Vicksburg, Memphis and New-Orleana. The storm in Assinibola has moved to the north of the region of observation, but a secondary storm has devel-

region of observation, but a secondary storm has develped to-day over lows, and this, in connection with the
intense heat, has caused violent local storms in Central
fillinois.

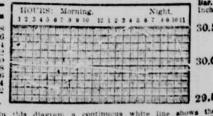
The pressure continues high off the Guif. South Atlantio
and North Paedia coasts. Showers have occurred in NewEngland, the lower lake regions, the nurthern portion of
the Middle Atlantic States and in the Ohio Valley. Fair
weather and continued high temperature will be experienced in all districts from the Middle and Southern Rocky
Mountain slope eastward to the Atlantic Coast, except
violent thunderstorms in Missouri, Illinois, Eastern Jowa
and Northern Indiana. The temperature has failen in the
lake regiond, has risen on the middle slope and has remained nearly stationary elsewhere.

DETAILED FORECAST FOR TO-DAY. Maine, New-Hampshire and Vermont, showers; fair

Sunday night; northwesterly winds,
Massachusetts, Rhode Island, Connecticut and Eastern New-York, generally fair; slowly rising temperature; westerly winds.

District of Columbia, Eastern Pennsylvania, New-Jer-

District of Columbia, Lossers Fenneyivania, November Sey, Delaware, Maryland and Vuginta, generally fair, except threatening weather this afternion; slightly warmer; southwesterly winds.
Western New York and Western Pennsylvania, generally fair, light to fresh westerly winds.



In this diagram a continuous white line shows the changes in pressure as indicated by The Tribune's self-recording tarometer. The dotted line represents the temperature as recorded at Perry's Poarmacy.